

# OGDEN'S GREAT ADVANCE IN MATERIAL FEATURES

Junction City of Utah Enjoying An Era of Far-reaching Temporal Prosperity.

Town Is Metropolitan and Has All the Qualities of the Most Progressive Communities.

The industrial and commercial status of Ogden is suggested by the popular terms by which the city is known. "The Ogden Gateway" and the "Junction City" apply to the city's position as a center of commerce, capital, just as the "Queen City" suggests her beauty and influence.

In the year 1898 over 800,000 passengers went through the Union depot grounds of Ogden. That one fact is suggestive of countless other facts and conditions which give to Ogden her standing as a commercial and industrial center. The city's position geographically and the lay of the land in its immediate neighborhood make her a natural distributing center for the entire region. The figures mean that the city has on an average a floating population every day which is greater than its regular population of 30,000. To one familiar with the course of travel, the size of the passenger traffic shows the commercial and industrial importance of Ogden in many other ways.

Each statement of fact of equal importance may be brought forward to show the importance of the city as a shipping center. A heavy passenger traffic in but a corridor to the main proposition of a heavy freight traffic, and figures proportionately large may be quoted to show the importance of Ogden in regard to the postal system, the express companies and all common carriers of national importance in their scope.

Incidentally, these conditions spring from the fact of the city being a railroad center, but this in turn is due to facts in nature. The geological agencies which cut the natural passageways through the mountains to the east and heaped this site for the city near the northern shore of the Great Salt Lake, determined the importance of Ogden as a center of transcontinental traffic. The conditions were laid in nature, and railroads but utilized them. Incidentally, nature did much in other ways to make the site of Ogden beautiful and convenient. The Ogden and Weber rivers emerge from canyons, the mouths of which are separated by a span of about seven miles. These rivers cut through the foothills and join waters just at the western edge of the city. The combined stream then flows on through a fruitful section to the Great Salt Lake. Thus the stream forms a huge letter "Y" and between the arms of the "Y" is located the greater part of the city of Ogden. A system of natural drainage, almost perfect, is thus secured, and supplemented by artificial systems, does much to bring the health record of the city far above that of other cities of its size less favorably situated.

Nature, too, insured an abundance of pure water for the city, while breezes from the west bring the health-giving atmosphere from the lake, or from the east the invigorating air of cool, pine-clad mountains. Around the site in all directions fertile lands are distributed, and to show briefly how these and other manifold advantages have been utilized will be the purpose of this New Year's review of progress in Ogden and Weber county.

## OGDEN'S GREAT IMPORTANCE

RAILROAD CENTER AND HAS A BIG WHOLESALE TRADE.

City's Site Prepared by Nature—The Place Metropolitan in Every Respect—Its Modern Improvements.

Of the cities of Utah, Ogden is next to Salt Lake City in point of size; is the county seat of Weber county; and the chief railroad center of the intermountain country, four railroad systems having terminals here. The following facts and figures are of interest and will show the city's financial standing: The assessed valuation for 1898 was \$1,541,414, and the rate of taxation for city purposes \$2.80 per \$100. The city has bonded indebtedness to the amount of \$500,000, and outstanding warrants in the sum of about \$50,000. The expenditures for 1898 were \$109,652.22, and the receipts, \$103,456.72. The receipts came from the following sources: Taxes, \$67,262.72; licenses, \$3,400.00; total, \$109,652.72. The annual interest on the bonds outstanding amounts to \$28,500.

## CITY GOVERNMENT.

The following are the city's officers for 1898:

John A. Boyle, mayor; Harriet S. Johnson, city auditor; Edward H. Anderson, city recorder; Edward M. Allison, Jr., city attorney; Robert A. Mayes, city treasurer; Edmund T. Hulanicki, city justice of the peace. Councilmen: Thomas E. Browning, president of the city council; First ward, Job Pingree, John Jenkins; Second ward, J. E. Williams, Martin Callen; Third ward, Myrtle Shaw, M. L. Jones; Fourth ward, A. L. Brewer, E. T. Woolley; Fifth ward, S. P. Ash, T. E. Browning. Appointive officers: Chief of police, J. E. Davenport; chief of fire department, Orson Riser; city engineer, A. F. Parker; sanitary inspector, William Mayes; sexton, W. L. Porter; coal oil inspector, H. M. Bond; night jailer, W. F. Critchlow; city jailer and police court clerk, J. A. Farnes; pound keeper, A. Peterson.

## POLICE DEPARTMENT.

Situated, as Ogden is, at the point of convergence of several railroad lines, and with its great traveling population, the police department is of unusual importance. The plan of a stockade, where vagrants and petty offenders were kept, has been put to a successful test in Ogden. The prisoners are made to break stone, and the result is found to be of double advantage, in that the city is acquiring a supply of paving material at cheap cost, and the professional vagrants and petty offenders endeavor to steer clear of the city. The department as at present organized is as follows: J. E. Davenport, chief of police. Officers: J. E. Denden, detective; W. A. Brown, C. Layton, D. A. Murray, Robert Shaw, John W. Cooney and Edna Farr. Jailers: Bernard Ternes and W. F. Critchlow.

## FIRE DEPARTMENT.

The Ogden fire department has a record for quick and efficient work second to none in the country. Constant and systematic drilling, with modern improved apparatus has brought about this condition. The work of the men is directed not only to the putting out of fires, but to the preventing of them, and in keeping the various appliances in repair.

The fire fighters at the principal station are: Orson Riser, chief, M. J.

improvements which enable them to handle business with greater facility and in greater quantities. The records held by the various roads and by the Union Depot company make it possible to calculate with almost mathematical accuracy the volume of business of each road during the year. Only the past few days has been estimated in giving the statistical information on which the matter is based.

## TERMINAL FACILITIES.

On an average 1,000 cars are handled in the yards each day. In 1898, 23,895 passenger cars were handled one way for all the roads. Allowing thirty-five passengers to the car, a generally accepted ratio, and the number of passengers going through is found to be 856,325.

The union depot and railway company employs sixty-seven men.

There are eleven miles of track in the railway yards, which comprise sixty-seven acres.

The union depot is a handsome structure of brick, three stories high, 278 feet in length, by seventy-four feet in width, and with an annex 128x50. In this building are located the several offices of the Southern Pacific and of the depot company, the Pullman offices, Western Union and railroad telegraph offices.

The Pacific hotel and Express companies have the southern end of the depot building. The waiting rooms, ticket offices, depot master's office and

Rio Grande Western office and road service) ..... 110  
Total ..... 1,223

## OGDEN'S SCHOOL SYSTEM.

It Is Firmly Established On a Liberal Basis.

The widespread interest of Ogden citizens in educational matters was attested in numerous ways during the convention of state teachers just closed in this city. Among the facts which stand out prominently in a survey of the public schools of Ogden are: (1) The great number of children of school age in proportion to the size of the city.

(2) The comparatively low rate of cost per capita of education.

(3) The number of new and modern improved school buildings.

The city's school system is in charge of a board of education, composed of Thomas D. Doe, president; R. S. Joyce, vice president; John Ellis, Valentine Gideon and John Scowcroft, with William Allison superintendent, Emil S. Rolapp is clerk of the board, and James Burton treasurer. The average daily attendance at the schools is nearly 4,000, and the annual cost per capita is a little over \$17, at least one-third less than the cost in most eastern cities, but the course of study is in no wise curtailed, and the high standing of the instructors is unquestioned.

Lizette Miller, Mary Kilman, Alice McGuire.  
Broom's Bench—Laura C. Moench.  
Chipp—Laura Kirkpatrick.  
West Ogden—Nami Tracy.  
City Hall—Mrs. M. R. Harcombe.  
Nettie Fitzgerald.

## SACRED HEART ACADEMY.

The Sacred Heart academy, though a Catholic institution, managed by the Sisters of the Holy Cross is generally patronized by all creeds. The school building is valued at about \$100,000, and is one of the best equipped and thorough schools to be found anywhere. It receives only girls as pupils, and pupils may board at the academy under the direct care of the sisters. The aim of the school is to develop all the faculties, physical, mental and moral, and to instill true culture. Besides the usual branches, the school has advantages for advanced study in music, painting and decorative work. Advanced instruction is given in all lines, amounting almost to college work. The school is situated on high ground, in the eastern portion of the city, and is one of the notable buildings of the city. Many pupils come from surrounding states.

St. Joseph's School for Boys is a flourishing institution, under the same management as the Sacred Heart academy, the pupils being young boys.

## WEBER STAKE ACADEMY.

Webber Stake academy is a sectarian school of the Church of Jesus Christ of

plotted in August and during the season just closed has used about 15,350 tons of beets grown on 1,500 acres of ground. The average price paid was about \$4 per ton. The sugar produced showed a high per cent of purity and the quantity was about 3,500,000 pounds. The beet pulp was stored and is quite as marketable as the other products of the factory. The production of this is stimulating anew the cattle industry by furnishing excellent fattening provender. The buildings and plant cost about \$350,000 and the unquestioned success of the first season will undoubtedly be increased next season.

Several canning establishments are located within the county, and have grown steadily since their inception. Their principal output this far has been tomatoes, the demand for these keeping their entire plants occupied. Attention is now being paid to fruits.

A first-class tile and sewer pipe factory is also in operation in the city of Ogden, with orders far ahead of its output.

A first-class creamery is in operation within the limits of Ogden, with another at Eden and a third at Slaterville. The Union Light & Power company receives its chief supply of power for Salt Lake and Ogden from the power house at the mouth of Ogden canyon. This plant has a pipe capacity for 20,000 horse-power and at present generates about 4,000. This is one of the principal electrical plants of the country and is known the world over amongst mechanical and electrical experts.

## OGDEN POSTOFFICE.

Gratifying Increase of Business Done During 1898.

The year 1898 shows a healthy increase over previous business.

The business done at the Ogden post-office for the year 1898 is evidence that Ogden's permanency as a commercial center is established. Each department shows an increase of business done, the receipts reaching the boom year at which time the business jumped from \$1,400 to \$3,000.

The following figures indicate the steady but certain growth of Ogden postal business, which is accepted as evidence of a city's stability. The revenue from the sale of postage stamps for 1898, as compared with those of the two previous years is as follows:  
In 1896.....\$22,680 56  
In 1897.....25,071 00  
In 1898.....26,536 00  
In the money order department the

following business was transacted:  
Number of money orders issued, 12,016  
Amount .....\$ 90,194  
Number of money orders paid, 10,301  
Amount .....\$11,115  
This is a material increase over 1897. The difference in the amount of money orders issued and that paid, over \$40,000, is significant.

The number of registered transactions was as follows:  
Received for local distribution, 6,610  
Dispatched from Ogden to other offices, 4,732  
In the thorough registry division of this office there were handled 181,672 registered letters. The absolute security of this branch of the postal service is attested by the fact that of this immense number of pieces handled, not one has been lost. Every safeguard is thrown around the registry business, making it a perfect system for the cheap transmission of valuable mail.

The ordinary mail coming into and going from Ogden has been much heavier than any previous year, taxing Postmaster Isaub and his efficient corps of clerks to their utmost in its handling.

The number of mails received daily is seventeen, and the same dispatches Ogden has two mails east and west daily, two to points south of Salt Lake, five mails to and from Salt Lake daily and one north, while the principal point in Cache Valley have two mails daily. Weber county points are now all supplied with a daily mail.

The local service is all that can be desired. The office has been enlarged and remodelled, being equipped with all modern postal facilities for the handling of the increased business.

The office has a force of eight carriers and seven clerks. George H. Isaub is the postmaster.

## Street Railway.

The Ogden street railway system has eleven miles of tracks, one line extending the whole length of Washington avenue from the city limits north to south. There are also two other lines covering the residence portion of the city. Twenty-five men employed and have an electric plant capable of supplying all the power needed for its own use and to supply other concerns.

## OGDEN'S WHOLESALE TRADE.

It Reached Into the Millions In 1898.

The volume of business of the wholesale trade of Ogden has been good during 1898.

(Continued on Page 20)

J. E. Dooley, President; Allen G. Campbell, Vice President; W. F. Adams, Cashier.

## UTAH NATIONAL BANK.

UNITED STATES DEPOSITORY.

Ogden, Utah

CAPITAL, - \$100,000

Correspondents—New York and San Francisco; Wells, Fargo & Co. Chicago; First National Bank.

Directors—John E. Dooley; W. F. Adams, Allen G. Campbell, D. H. Peery, Jr., K. C. Belcher.

ACCOUNTS SOLICITED.

## ALBERT T. RICHEY,

Undertaker,

Dealer in

ALL KINDS OF WOOD AND METALLIC CASKETS.

Mail orders promptly attended to.

272 Washington Avenue, Ogden, Utah.

## BOYLE HARDWARE CO.,

Wholesale and Retail Dealers In

General Hardware,

2455 Washington Avenue,

JOHN A. BOYLE,

President.

## SUPERIOR BREAD,

CAKE, CANDY AND ICE CREAM.

THE HESS STEAM BAKERY,

254 Washington Avenue, Ogden, Utah.

## FRED. J. KIESEL & CO.,

INCORPORATED.

TWENTY-FOURTH STREET,

OGDEN, UTAH.

Wholesale Grocers

AND

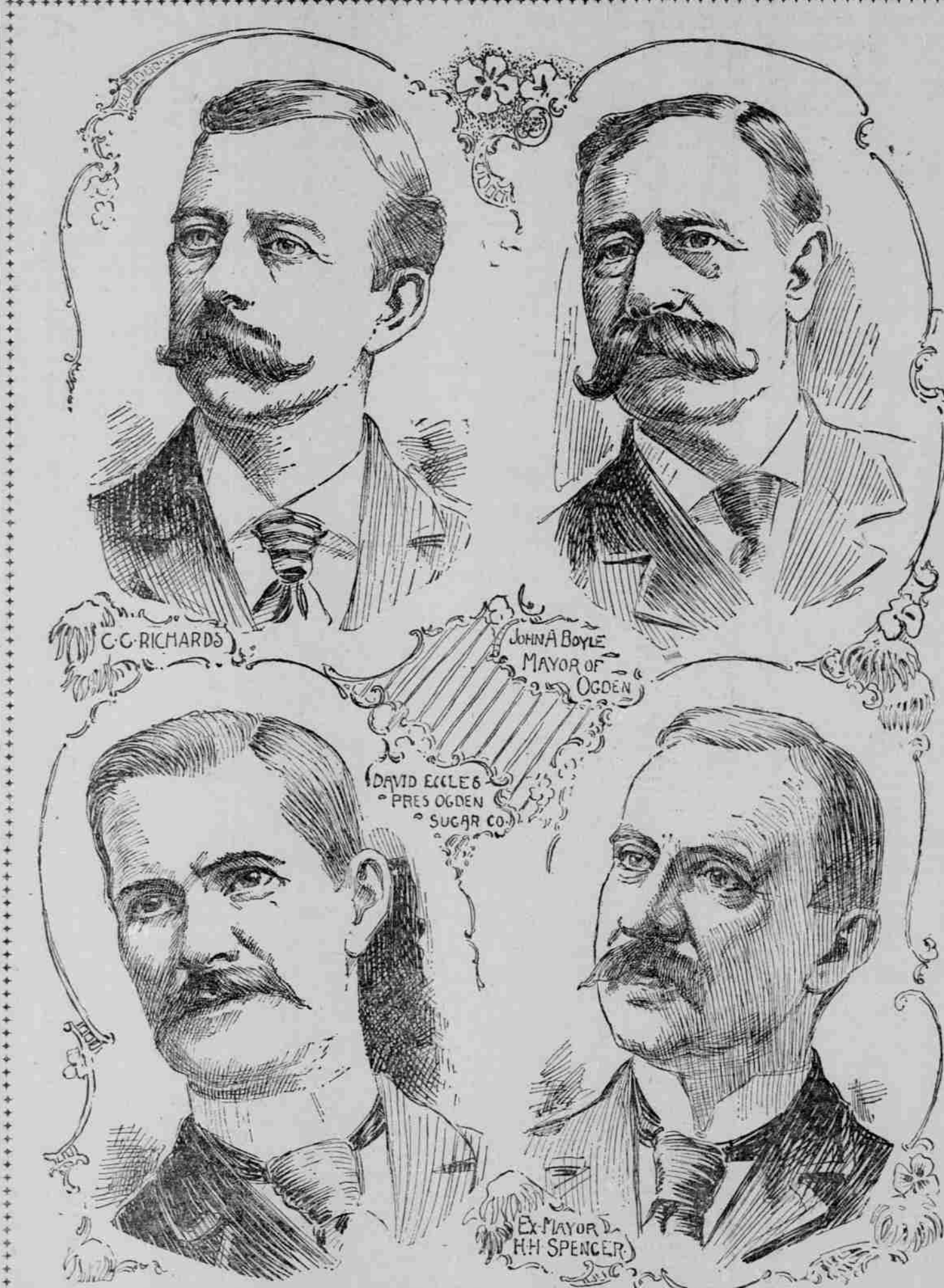
LIQUOR MERCHANTS.

THE C. A. SMURTHWAITE PRODUCE COMPANY,

Grain, Seeds and Produce.

We carry a full line of GRASS, CLOVER, FIELD and GARDEN SEEDS. We are heavy shippers of Wheat, Oats, Rye, Corn, Barley and Alfalfa Seeds. Quotations and market values cheerfully furnished. Correspondence solicited.

OGDEN, UTAH.



REPRESENTATIVE BUSINESS AND PROFESSIONAL MEN OF OGDEN

chemical engine, one Grand Rapids hose-wagon, with 1,200-foot capacity; one seventy-five-foot Arrow aerial truck. There is also a steamer engine and a hose-wagon in reserve.

The property at the Five Points station consists of a hand-engine, hose-reel, Sullivan truck and Sullivan swing-line harness. The property is all in good condition. During the year a number of improvements have been made. One new horse was secured, and the stall floors have been replaced by block paving. Two and one-half miles of copper wire have been laid in repairing and extending the alarm system. There are at present 304 fire hydrants.

During the year there were seventy-four fires, of which number twenty-eight were in frame buildings, twenty-four in brick or adobe and forty-two were brush or rubbish fires. The chemical was used to extinguish seventeen and water to extinguish thirty-seven. Eight hundred and fourteen gallons of chemical was used, 26,350 feet of hose laid, and 208 feet of ladders placed. In answering calls, the number of miles traveled was 671. The amount of insurance involved in the fires was \$230,122. The amount of insurance paid was \$3,402.96, and the loss of uninsured property amounted to \$3,500.69. No serious accidents happened to any of the firemen during the year.

## RAILROADS OF OGDEN.

More Than 1,200 Men Employed By Them Alone There.

The year has been a very prosperous one for the railroads in Ogden. One great factor in increasing the freight and passenger traffic was the way which caused the capacity of each road to be strained in order that men and supplies might be handled rapidly. But aside from all this, the heavy yields from agricultural, mining and stock-raising pursuits, as well as the increase in business generally through the country swelled the volume of railroad traffic to a remarkable degree. Then, too, the roads have continued to perfect their system and make im-

provements which enable them to handle business with greater facility and in greater quantities. The records held by the various roads and by the Union Depot company make it possible to calculate with almost mathematical accuracy the volume of business of each road during the year. Only the past few days has been estimated in giving the statistical information on which the matter is based.

## SOUTHERN PACIFIC.

The Southern Pacific has its eastern terminals in Ogden, and this company holds the controlling interest in the Ogden Union Depot company. John W. Noble, the division superintendent of the Southern Pacific, is president of the Depot company, and W. J. Shealy, his chief clerk, is its secretary.

In the year 1898 22,012 cars east-bound were handled, and 26,045 west-bound, by the Southern Pacific.

Extensive machine and repair shops are also located here, employing about 200 men. The capacity of these shops has been about doubled during the year by the removal here of the shop and machinery formerly located at Terrace.

## U. P. AND O. S. L.

The Union Pacific and the Oregon Short Line joint freight office in Ogden is in charge of George H. Corse, and the business is an extensive one. In 1898 there were handled by the two companies 118,356 cars of freight, the tonnage being 183,746,719 pounds. Of the Ogden business, the Union Pacific and Short Line handled 1,222 carloads, in and out.

## RIO GRANDE WESTERN.

C. G. Nikirk represents the Rio Grande Western as general agent in Ogden. The year has been one of exceptionally heavy business, the number of cars handled being 8,200 in 1898. This company also has a valuable gas plant, and supplies Pintock gas to all the other roads.

Some of the school buildings more recently constructed are models of convenience. Among these are the Grant, Madison and Washington schools.

The introduction of a commercial course in the high school is among the improvements of the year. The course was started as an experiment, and has already been shown to be a success, and will doubtless be continued as a permanent feature.

The teachers of the schools in the city are as follows, the principal being named first:

High school—Professor T. B. Lewis, George E. Eaton, John F. Engle, A. E. Wilson, Marie T. Moffett, Margaret B. Martin, Herman H. Severn, Jacob E. Tuckerman, C. J. Stillwell.  
Washington—J. M. Bishop, Olla Barker, Edith Gouley, Roscoe M. Breedon, Ella C. Ballard, Emma Couch, Emma Neilson, Iva Thomas.  
Central—F. H. Christensen, Martha Burton, Mrs. Sara E. Randall, T. J. Cain, Cecilia Gettings, Gertrude L. Kellar, Eugene D. Smith, Hattie Hinchcliffe, Mrs. T. R. Maguire, Celeste Conroy.

Grant—Samuel T. Doney, Joel J. Harris, Nettie McKay Mrs. W. H. Neal, M. Jone Pierce, Florence Littlefield, Elizabeth M. Orth, Alice E. Richey, Lottie B. Foulger, Lillie Pingree, Dora Snow, L. L. Irwin, J. B. Miller.

Mount Fort—George L. Wade, Josie Seaman, Clara Eldredge, Mrs. Etta Deubler, Daisy L. Stone, Jennie S. Hank, Pearl Richards.

Pine Points—William N. Petterson, Lois E. Pierce, May Hart, Lillian Shaw, Virginia Higginbotham, Madison—Daniel H. Adams, Fannie Steier, Mrs. Lizzie H. Coray, Mrs. Margie Outcalt, Mrs. O. J. Stillwell, Mary F. Maguire, Rose Steier, Sallie E. Peterson, Maude Lucas, Maude M. Lewis, Grayce G. McGonagle, J. B. Miller.

Twenty-second street—Mrs. J. S. Campbell, Mattie E. Fisher.  
Quincy—W. S. Wallace, Mrs. Josephine Hirst, Mildred F. Rogers, Minnie Bagley.  
Emerson—Mrs. Marian Burton, Lulu Mitchell, Lila Jost.  
Pingree—George P. McCabe, Mrs.

Latter-day Saints, under the direction of L. T. Moench, principal. The school has a roomy, convenient building and a corps of able teachers, who give instruction in all branches. Particular attention is given to theological instruction and preparation for Sunday school work.

## BUSINESS COLLEGE.

The Intermountain Business college is a private school, founded and developed into a flourishing institution by Professor J. A. Smith. All branches of a practical commercial education are taught. The school has an increased enrollment this year, and has in the past graduated 170 pupils. The principal claims that 150 of these are in responsible positions.

## AMUSEMENTS.

Ogden has one of the largest and best opera houses in the west—the Grand Opera House. It seats 1,500 people, and has all modern improvements. Joseph Clark is manager and Walter Clark is assistant manager.

Each of the five wards has an amusement hall, with a stage, for amateur theatricals.

The Union Opera House is a popular place for dancing parties and the like. In the way of summer health resorts the county of Weber is especially fortunate. The magnificent boulevard on Ogden canyon is pronounced one of the finest mountain roads in the country. Thousands of campers go up into the cool canyons in summer. The Utah Hot Springs, near the Adams Fork, Vermilion and Winslow's are well-known resorts tributary to Ogden.

## OGDEN MANUFACTURES.

City Has Had a Substantial Growth In This Direction.

The sugar factory is as yet the most important manufacturing enterprise of Weber county. It was pushed to completion during the present year and has one of the best plants ever constructed. It is located just west of Ogden and a spur from the Adams Fork Western and the Short Line tracks run down to the factory. The building was com-